

APPENDIX 2: Meeting Summaries
Neighbor Island Public Involvement Meetings
Rounds 1 and 2

ROUND 1

May 16, 2005: 06-08 STIP Public Meeting – King Kekaulike High School

Q: Are the fiscal years listed on the STIP federal fiscal years?

A: Yes. FFY begins October 1. So FFY 2006 begins October 1, 2005

Q: Will the totals be the same each year?

A: No. It will vary depending on the projects. SDOT no longer uses allocations.

Comments:

- Notice of meeting not good. Heard by word of mouth.
- Need to provide a map within the handout that shows project locations. Also include this map on the website.
- Provide statistics and dollar amounts for various alternatives, i.e. costs comparison for lights vs. over-/under- pass.

Hansen Road Project not on STIP.

Cary: This project is not on the current LRP.

Brennon: We will come back for PI for updating the LRP. At that time the public can try to get this project added onto the LRP.

Cary: MC has put in request to get Hansen Road functionally classified. Currently waiting for State to review.

Haleakala Widening:

There were questions on DES phase for Haliimaile Road.

Freddie: Signals will be installed.

Upcountry will not favor this. State should consider overpass/underpass.

Freddie: Don't have funds.

Q: How could O/U pass be able to get on the program?

A: Community needs to address concerns and needs to government officials.

Kahului Airport Access Road:

Q: Will this project include an O/U pass?

A: No.

Paia Bypass:

Q: How can the public expedite the process? Specifically the DES phase in FY 08?

A: Public can support the EIS process. Usually takes average of 5 years to get approval.

Q: Do all these projects need an EIS?

A: All major projects (bypass, widening) need EIS.

Q: When will lights be synchronized on Kaahumanu up to Wailuku?

A: (Charlene) Consultants doing study right now. Should happen this year.

Q: If reliever road is put in, will Paia Bypass automatically go? (A&B partnership)

A: These 2 projects are independent of each other.

Q: Is there anything in the LRP regarding mass transit on Maui?

A: (Freddie) Doesn't recall seeing anything.

May 17, 2005: 06-08 STIP Public Meeting – SDOT Maui District Office

Q: How can Paia Bypass be moved up in FY? (same Q from last night).

A: (same answer). Goal is to open bypass in 2012. Environmental and design phases will take time.

Q: What are STP Flexible Funds?

A: (Pat) Within the \$160M, funds are broken into different categories:

IM – H-1, H-2, H-3

Bridge – for bridges

Enhancement – bike lanes

STP Flex – used for anything. County uses most of these funds since they do not qualify for IM.

Cary: section adjacent to school will be 2-lane, not 4-lane which is what is cited in the LRP or community plans(?)

May 18, 2005: 06-08 STIP Public Meeting – Kihei Elementary School

Reauthorization Bill passed Senate yesterday. Bill is programmed for \$295B, which is now in negotiation. President says he will veto anything over \$254B. DIR anticipates State will receive \$160M-\$170M per year.

What is the criteria for the getting projects on the STIP?

- Needs matching funds. Appropriation through CIP. County also puts money forward and reasonable assurance that this will happen.
- Functionally classified road.
- For CON projects, need to go through environmental process.

Q: What's going on with Paia Bypass?

A: (Pat) Presently going through planning process.

DIR spoke to Sen. Inouye regarding Defense Access Funding. Don't know until reauthorization bill is passed. Citizen concerned about no projects for Upcountry Kihei. DIR: Sen. Inouye's primary 3 areas include: Waianae, Upcountry, and ? There is no funding at this time. Inouye will try to lobby for more money elsewhere.

South Kihei Road:

Joe: County working on this project for years.

Two traffic lights on S. Kihei Road:

It is prudent to look at other alternatives such as roundabout.

Joe: will look at alternatives in the EIS.

Intersection of Kanani and Piilani Hwy:

Are there any improvements down the road? We put in signals and don't think about the repercussions.

DIR: Will look into going after additional money (\$100M) for safety through seat belt enforcement, speed boards, roundabouts, and lighted-crosswalks.

Comment: Need more beautification projects (trees for traffic calming), median islands.

Walter Enomoto: Maui Bikeway Alliance against Baldwin Avenue Project. Original plans call for shoulders along both sides. Outdoor Circle had problem with this and propose to have a separate path away from the road, which will cause a cost increase and will take tourists off the path. Only downhill tourist and motorist will benefit from this project.

Comment: State should look into engraved striping for safety. It has a very loud effect.

Launiopoko Bypass:

Whole road need to be moved from the ocean side. Land is eroding.

Lahaina Bypass:

DIR: Feds say that cannot choose 2nd lowest bidder. Dollar amount difference between the lowest and 2nd lowest too large.

Guardrails on Honoapiilani:

Surfers cannot park cars and need to park across the street. They run across and it is very dangerous. Engineers need to consider surfing spots.

DIR: looking into 3-stranded wiring, due to steel shortage.

Piilani Hwy Widen:

Q: Is there some idea regarding when widening Piilani will take place?

DIR: CPO will develop a 6-10 year plan. We will look at Piilani again.

Comment: Need to keep cars under 80 mph on Piilani Hwy. Sound is very loud when semi-trucks downshift.

Signalization on Mokulele. Traffic signals coming out of Home Depot.

Freddie: already looking at that.

Design of Mokulele Hwy Intersection into Kihei:

Does nothing to beautify Kihei entrance. Maybe look into roundabout, widen, underground of utilities.

Walter Enomoto: Bicyclists excited about bikeway along Mokulele. It is safe for them...kudos to Freddie.

Q: What is State doing to get roundabouts on Maui?

A: Trying to get roundabout on Kam Hwy in Kahului. 3-month demonstration this year.

Comment: Need to move N. Kihei Road away from Kalia Pond.

Maui LRP:

Will go out to community. It is in the works. Maui District working with CPO (Julia Tsumoto).

Q: Will there be an Upcountry route?

A: There is no funding. There is already funding for DES. Sen. Inouye is looking for more funding (defense funds) for this area.

May 19, 2005: 06-08 STIP Public Meeting – Lahaina Civic Center

Lahaina Bypass:

Zeke: Honoapiilani floods at night. Last time there was a fire, 5000 residents were blocked for 6 hours.

DIR: Lahaina, as well as other areas, i.e. Waianae, have 1 way in/out. County has set alignment for mini bypass.

Q: What kind of land acquisition goes beyond the tunnel of Olowalu?

DIR: We talked to land developers who are willing to use their own money to build new road.

Honoapiilani Hwy Widen:

DIR: we are proceeding with DES. Mayor says he will support this project.

Zeke: Don't want Honoapiilani Hwy Passing Lanes, Maalaea Harbor to Puamana. Maybe this money can go toward Lahaina Bypass.

Bikeway

Q: Will the bikeway funds be separate from the Hwy funds?

A: No. Funds are together in the Reauth. Bill.

Q: Will the bike route be separate from the road?

A: Depends on DES.

Comment: for bridges, please include general locations, i.e. Kahului, Kihei, Lahaina, etc., within the description in the STIP.

Are there any projects regarding traffic synchronization?

Freddie: right now in the process of optimizing the lights. Working with developers.

DIR: currently working on implementing a traffic management center on Oahu. Maui should consider a traffic management center as well.

Comment: Civil Defense needs to coordinate with TV and radio.

DIR: Maui has 10,000 more cars than there are people. Maui should consider looking at light rail system...

DIR: Will commit to Mini Bypass. CON will begin later part of this year.

Comment: State should block off lookout point where a couple died recently. It is a liability. State should post warnings...to prevent lawsuits.

Monday, May 23, 2005: 06-08 STIP Public Meeting – Keeau Community Center

Q: Is traffic accident data reviewed for each project?

A: We do look at traffic analysis to help prioritize projects.

Q: Have the traffic engineers looked at this STIP list? Traffic rates or some kind of traffic analysis info would be helpful so that the public can make better decisions when completing the survey.

Q: How much money is each island receiving?

A: The State no longer uses allocations based on population and miles traveled, since Oahu would end up with most of the money. For this new STIP, we are using “need” as a factor.

Q: What kinds of improvements are scheduled for the Keaau-Pahoa Highway Improvements Project?

A: This project is currently in the planning phase, which means that the State is determining what type of specific improvements will be implemented. Improvements considered are either widening the existing road or other alternatives.

Q: At the end of the Pahoa Bypass, heading away from Hilo, there are numerous accidents. County plans to build a new fire station and gym in that area. These new facilities will worsen this already dangerous intersection. Is the State aware of this, and is there something being planned?

A: The State traffic branch is looking into installing signalized intersection in various locations. Implementing signals requires numerous studies. State cannot just put signals anywhere.

Q: Is the \$160M/year locked in?

A: The State expects \$160M/year in formula funds. There may be other available funds but these are specific to particular projects.

Q: Where is it possible to find the HCM? The public needs more info on projects in order to make better prioritization decisions. Also, the layman doesn't understand much of the terminology of transportation. Where is it possible to find more info about project definitions?

A: HCM can be found at the library. Some project info can be obtained from the Hawaii District DOT Highway Office. However, some projects are currently in the planning or design phase so we don't know the specifics of the project. We only know the general intent of the project and what area will be worked on. For example, we know a certain highway will undergo improvements, but we will not know what kind of improvements and in what exact location yet.

Q: What are the needs taken into consideration for prioritization?

A: Safety is the number one priority. The State does plan on widening Queen Kaahumanu Highway to a four-lane divided highway. Phase 1 begins from Henry Street to Kealakehe. Second priority is congestion management. System preservation is also one of the priorities. This includes maintaining the current road systems we have. The

State is currently working with FHWA to develop a system preservation program. Brennon to follow up on the top 5 priorities.

C: Special funds are directly tied to seatbelt usage. \$100M for safety projects for states who have at least 90% or higher seatbelt usage for two consecutive years is available. California and Hawaii are two of the seven states that qualify. Hawaii currently has 95% seatbelt usage. We are trying to recapture 97% usage.

Q: What percent of funds are used for beautification, i.e. undergrounding?

A: A small portion of the money is set aside for enhancement. Some of this may have gone to beautification, but mostly bikeway projects. Undergrounding can be very expensive and could possibly kill a project.

C: Another alternative to undergrounding is burming.

Q: Does the State consider using substandard design standards?

A: Flexible Design Standards allows for changes in design standards to take environmental aesthetics into account. DOT would support Flexible Design Standards if the Legislature could provide State with immunity.

Q: Have we used up the quantities of recycled glass on roadways?

A: If there isn't a sufficient amount then we cannot use the recycled glass (cannot piece meal). Honolulu's recycled glass gets shipped to Asia. Not sure about how recycled glass on the neighbor islands is used or where it goes.

Tuesday, May 24, 2005: 06-08 STIP Public Meeting – Hilo State Office Building

C: Debris on the road is a hazard, especially along coast near Wailuku Bridge. Vertical cuts, unstable soil, and heavy rains are key problems. Curved bridge near Hononu very dangerous if someone crosses the centerline. No shoulder. Road may need to be re-engineered.

A: Current STIP includes rockfall protection project. Currently in planning process. Following, we will then need to design and mitigate. Various methods will be looked at. Possible considerations are mesh or sloped cuts. Consultants are currently wrapping up draft report. State will comment and consultants will submit a final.

BM: Roads do not kill. Dangerous driver behavior does.

C: Doctor nearly killed on March 22 of last year. He claims he was driving 45 mph, which is within the posted speed limit. Minimum speed posted is 40 mph. Accident occurred near mile marker 14 northbound. There are no signs warning motorists of potential rockfalls.

A: Road did not cause that. Mitigating circumstances caused that accident.

C: Doctor willing to pay more taxes to correct problem.

Q: You say safety is DOT's number one priority. How do you prioritize safety projects?

A: State looks at all accidents the same way whether or not there was a fatality. Would cost the State \$20,000 to upgrade software.

C: Doesn't make sense that all accidents are viewed the same. Fender-bender vs. fatal accident are not the same.

Q: What kind of improvements will be implemented?

A: State is looking at the three gulches. Study looks at alternatives for fixing the problem. These alternatives include bridge two ends, canopy over road, mesh, etc. \$10M scheduled in FFY06 is for one of the gulches. State will most likely use mesh.

C: Seems like road is eroding along shoulders especially during heavy rains.

BM: There are rockfall problems statewide. Big Island is not the only isolated incident.

C: Doctor who experienced the accident feels that it was not his fault but the engineer's fault.

C: Vertical cuts are very dangerous. Citizen has never seen these kinds of cuts on the mainland.

BM: Hawaii's soil is very different from the mainland's soil.

C: State should re-assess its standards. Cliff faces are not stable. It is often collapsing. Able to find debris almost everyday.

Q: Is there regular inspection of the roads? The recently built retaining wall looks unstable.

A: Maintenance crews go out regularly to inspect signs, roads, and guardrails. A separate group goes out to look at bridges.

Q: Section of highway near Big Island Country Club is dangerous. This area has no guardrails. Friend was nearly killed when an oncoming car crossed the centerline.

A: Installation of guardrails programmed in new STIP. Guardrails will take awhile to be installed since ground is steep. State will also be resurfacing Mamalahoa Hwy.

C: Citizen participated in various advisory committees. In the past she has looked at transportation alternatives. She doesn't see any projects on the list that deal with alternatives to driving.

A: There is a FTA project on the new STIP regarding transit. Also, Hawaii Bike Plan focuses on construction of bike paths and bike routes. Mayor has made commitment to improve bus system.

C: If you build more roads, you bring more traffic. Where is the planning that deals with land use planning? It's not on the new STIP.

A: The planning stage you are interested in would be addressed in the County long range transportation plan. This uses State or County funds. This planning stage would not be on the STIP. General planning and community planning would not end up on the STIP. Funding for this effort would come out of the SPR program. A different funding source.

Q: What's going on with the Saddle Road Project?

A: \$25M for Alii Hwy was deobligated since the project was not ready to go for Sept. 30 deadline. Instead money obligated for Saddle Road. Working on improvements toward Hilo. Various phases scheduled for Saddle Road. Made commitment to provide improvements annually \$5M/year until project ends in Hilo. DES phase for Saddle Road Extension from Mamalahoa to Queen K. Senator Inouye trying to get military to fund some of the project since this is also for them. This funding source is different from formula funds for rest of the program. Discretionary funds are outside of the regular funds and come from congressional delegation. Saddle Road will be used to transfer municipal waste and allow truckers to use an alternative route instead of Hawaii Belt Road.

C: Man traveled Hwy 19 to get to meeting. Noticed State worker sweeping edge of pavement. Maintenance crew doing excellent job keeping road safe. Citizen feels woman traveling on bike made highway dangerous. Perhaps State should restrict bike riders from using the highway. Citizen lived on Hamakua Coast for 60 years. Land owners near mile marker 19 drain their water channels towards Hwy 19. Maybe cane roads can be paved for bike routes mauka of the highway.

A: State can work with the County to address run-off problem.

Q: How many rocks/tons taken off the road every year? State could use these statistics to determine how well roads are doing.

A: State did do an inventory of rockfall areas. Having this list will help prioritize rockfall areas.

Q: Does it make sense to keep making improvements to an already unsafe road (HBR)?

A: 5 years ago, County did consider this. Came to conclusion that adding lanes or widening HBR would cost way too much.

A: Building a new road will cost tremendously more than improving an existing road. Widening is cheaper than building new roads. The long range plan recognized that it would be difficult to improve/widen HBR and identified Saddle Road as an alternative route.

C: Road surface is safe, but the physical environment adjacent to the road is dangerous.

A: We are mitigating right now and looking at all alternatives. Process is lengthy. We ask for public's patience.

C: Widening HBR now would be cheaper than widening 5 years from now.

A: This issue can be addressed in the LRP, which we will begin to update shortly. During this process we will seek public's input.

Wednesday, May 25, 2005: 06-08 STIP Public Meeting – Waimea Civic Center

Waimea priorities (in no particular order):

Waimea Bypass
Kawaihae Bypass
Mamalahoa Highway Safety Improvements

Comments:

Many are concerned about the number of accidents on Mamalahoa Hwy. (Rte 190). There are a couple projects on the Draft Unconstrained 06-08 STIP that will address some of the safety issues on Mamalahoa Hwy, in the Vicinity of C.Q. Yee Hop Ranch and Puuwaawaa Ranch Road.

Attendees were very concerned about the number of deaths involved in accidents in these particular areas of Mamalahoa Hwy.

Our response is that, deaths are important, but the number of deaths do not necessarily mean more priority since the difference between an accident with a death vs. one w/o is usually a matter of inches. The DOT looks mainly at frequency, regardless of if there is a death or not. On top of this, most accidents occur because of driver error.

A follow up comment to this was that the Big Island has a big per capita fatality rate, verses the rest of the State.

Rte 190 could use some pullouts and/or larger shoulders. It's difficult for safe drivers to get out of the way of the crazy drivers. There is little space to maneuver to avoid incidents.

There are three concerns that must be addressed to help reduce accidents anywhere: Engineering (the road needs to be designed according to standards), Enforcement (there needs to be a consequence for irresponsible drivers-police presence) and Education (people need to learn to be good/responsible/safer drivers).

A former Hawaii County Police officer says that enforcement is a problem in this area because it takes police offices far away from their bases and makes it difficult to respond to incidents. He also suggests that an enforcement pilot project be set up to involve the Sheriff's Office help out with Traffic enforcement... using DOT money. He presently works for the Sheriff's Office.

Attendees wanted to see accident reports.

The DOT limits the amount and type of accident data that it releases to the public because Hawaii Law does not immunize the DOT from liability.

Long Range Land Transportation Plan.

When will we update? When this happens, please let the public know. Safety, crashes, death statistics should be taken into account in the development.

Our response was that the effort to update the Counties' Long Range Land Transportation Plans would begin within the year and that much public coordination would be done.

Other comments/questions included

1. What are the rules for truck widths? Is it legal for a 12' wide truck to be on a 9' wide road? I don't know if this question was answered.
2. Can a list of prioritized safety projects be distributed to the public? This action may have the same implications as release of the accident data.
3. Can a County gas tax help fund some of these projects?

Thursday, May 26, 2005: 06-08 STIP Public Meeting – Konawaena High School Cafe

The DIR had made a comment that Guardrail and Shoulder Improvements on Mamalahoa Highway (Rte 190) would begin in 2 months. Some projects to address these issues are listed in the unconstrained STIP for CON in 2008. Is this the same stuff? Is there a design? What kind of funding will it be using? All-State? Does it need to move up in the 06-08 STIP? The 04-06 STIP?

People are interested in projects in the pipeline... Basically, the non-existent midrange plan. We should have a copy of –SM’s 6-year plan when we return. The Counties must also have a budgetary plan that is sort of based on “priorities” as well, right?

The Kona Traffic Safety Committee has brought up safety on Rte 190 for some time. It was reiterated at this meeting.

The big question was, how do projects get prioritized?

Our response was a mix of management systems, needs and budgetary process. The State Biennium budget process includes a “line iteming” of funds specifically earmarked for specific projects. Because of this, we are limited in our flexibility to address all needs. The DOT would prefer a lump sum appropriation. Whatever the legislature programs (based on our recommendations) is primarily what we end up working on.

People at this meeting were very interested in the schedule for the development of the update for the Long Range Land Transportation Plan. We could not provide them with a schedule more specific than, “the process should begin within the year”.

Concern that development is outpacing the infrastructure is prevalent. Can developers pay for the widening of a highway? We responded that this was possible, as long as it was identified on the LRLTP. This is also an impact fee issue. Where is the effort in developing impact fees for the neighbor islands? Is it the role of the Counties to take the lead on these efforts?

Tuesday, May 31, 2005: 06-08 STIP Public Meeting – HWY-K Conference Room

Councilwoman Joanne Yukimura asked how The Long Range Land Transportation Plan update would be funded. We answered either all State funds or a different source of federal funds, Statewide Planning and Research (SPR) funds.

She also asked what the schedule for the update would be and asked that the plan consider multi-modal operations. We responded that the plan would include multimode transportation, but that the majority of projects in the foreseeable future would be highway related. The public involvement process will help to determine exactly what gets included in the update.

She then requested that the Kauai County Council be briefed about this effort and be kept in the loop through the development. Brennon responded that either he or the Director would be able to address the Council.

Attendees from the public wanted to know if short-term solutions, identified in Wilson Okamoto's Kapaa Circulation Study would be implemented, either through the STIP or other means.

We responded that we were unsure whether or not the study was finalized and accepted by the DOT. I think though that some of the projects on the Draft Unconstrained 06-08 STIP do have some origin from this plan... For Example, Kuhio Highway, Pouli Road Connection and the Kuhio Highway, Wailua River Plantation Bridge Widening, to name a couple.

ROUND 2

06-08 STIP Development Public Meeting, 2nd Round : Kauai – 28 July 2005
Highways Div : Kauai District Conference Room : 6pm
Summary

Brief overview of the STIP – Statewide Transportation Improvement Program. – It's a 3 year implementation plan for highway and transit projects that will be seeking the use of federal highway and federal transit funds. It needs to be renewed every two years. Projects must meet certain criteria to qualify to be on the STIP. Being "ready to go" is the main criteria. For a project to be funded in the construction stage, all environmental documentation and plans specs and estimates must be completed.

Overview of the process so far – In May we took a financially unconstrained STIP to the public for comment. We have returned with a financially constrained STIP for discussion. The plan went through a constraining process that used the latest estimates and schedules, input from the public, identification of needs and priorities and balancing that, statewide, with the assumed available federal funds over the next three years.

Someone asked a question about why the Pouli Road Connector project was not included in the financially constrained STIP. Ans: Pouli Road has not been functionally classified (must have a regional use) on the State highway system and therefore does not qualify for federal aid. If it does become functionally classified in the future, it will then be eligible.

Wainiha Bridges was not funded because there is an ongoing short-term effort to shore up the bridges. After this effort is complete, we believe that this effort will work for the bridges over the next few years when a permanent solution can be fully funded with out sacrificing other important projects.

Other project info was asked for regarding the following projects.

Kaunualii Highway Widening, phase 1A - funded
Kapule/Rice Street Intersection - funded
Kapule/Kuhio Hwy Intersection – Not in STIP – All local funds
Wailua Cane Haul Bridge Widening – not funded with federal aid
Hardy Street Safety Improvements - funded
Roundabouts near Lihue Civic Center – not in STIP

Discussion on Kapaa Corridor Efforts – The Kapaa Bypass EIS will not be ready for DES money to be spend in fiscal year 2007 as it shows up in the unconstrained STIP. There are efforts underway to commence short-term fixes. The Highways Division will make a presentation to the GOV's advisory committee soon on these efforts.

We will be taking comments until August 19, at which time we will be compiling a STIP report to submit to the Feds for their review and approval of the 06-08 STIP. It is possible to still change the STIP before submittal, however as we are now dealing with a financially constrained STIP. Any significant additions must be matched with and equally

significant subtraction. Also though, the STIP can be amended at any time to reflect the most recent estimates and schedules.

FIN

August 1, 2005: 06-08 STIP Public Meeting – Keaau Community Center

Meeting started at approximately 6:05 p.m.

Brief overview of the STIP.

Q: What is the status of the Keaau-Pahoa Road Improvements project?

A: In the process of negotiating with the consultant on the planning process. Due to the EA, the design phase falls outside the 06-08 window. Federal funds cannot be released unless the previous phase is completed.

Some “big ticket” items for the Big Island include the Waimea Bypass, Kawaihae Bypass, Queen Kaahumanu Widening, and Saddle Road. State is hopeful to complete Waimea Bypass late this year or early next year. There are currently outstanding issues with Hawaiian Home Lands. Kawaihae Bypass is in the scoping phase of the EIS. Cost estimate is \$150M for a 12-mile road stretch. Queen Kaahumanu will be widened to 4 lanes from Henry to Kealakehe. Dedication should occur in mid-September. Subsequent phases include Kealakehe to the Airport, then move north up to Kawaihae, and then move south to Kamehameha. Each segment is about \$35M. Saddle Road will be broken into phases. The western side is easier to construct/improve than the eastern side. Western side also needs realignment. Army currently needs to decide where the new alignment will be located.

Q: What is the status of our bikeways?

A: We are actively incorporating bikeways into our LRP. Whenever we widen a road, we also put in shoulders for bikers. A new bikepath coordinator, Neal Honma, has been brought on-board about a month ago.

Meeting ended at approximately 6:35 p.m.

August 2, 2005: 06-08 STIP Public Meeting – Hilo State Office Building

Meeting started at approximately 6:10 p.m.

Q: TE funds do not show up on the STIP?

A: For enhancement program, a project needs to be qualified. Last time we went through the process was 4 years ago. So the list of projects that do qualify is old. We are currently trying to go through another process again.

Q: If funds lapse after 4 years, then the money goes back to the Federal government. Is this true?

A: Other counties are using them since STP enhancement funds are shared statewide.

Q: Each of the 50 states has its own process of deciding which projects are eligible for STP enhancement. The process for Hawaii involves a committee with Department of Public Works. Where is this process at right now?

A: State doesn't want to include politicians in this process. STIP is not focused around political interest.

Comment: There have not been any meetings for some time now.

A: State is not obligated to hold meetings for this type of planning process.

Q: If projects are competing for enhancement funds, does the community have the opportunity to become involved in the selection process?

A: There is a separate transportation enhancement process that occurred 4 to 5 years ago. This process involved compiling a list of projects from a call for projects. A process does exist. The State is trying to start up this process again. Not sure what efforts are in the works right now.

Comment: It is to gentleman's understanding that is it mandatory by law.

Action: Ron Reilly would like to be notified when the transportation enhancement process starts up again.

Q: What is the acronym of the federal bill that was just passed?

A: SAFETELU...Lu is the name of the wife of the Senior Senator of the Transportation Committee.

Q: Is the \$69M inclusive of the \$160M?

A: The \$69M includes discretionary money for Saddle Road. Almost half of the money goes to Saddle Road.

Q: Does the Crater Rim Road Improvement project address pedestrian and bike improvements?

A: Need to check with National Park Service. The federal government runs this project. Rehab includes 3 miles of Crater Rim Drive, upgrades to the Visitor Center, and parking areas.

Action: Send email to Ron Reilly regarding cross-sections for Crater Rim Road. He is interested in pedestrian and bike improvements for this project.

Action: Ron Reilly would like a report on the following projects for the bi-monthly bikepath advisory committee meeting.

- Crater Rim Road

- Kuakini Bikeway

- Waimea Greenway

- Alii Drive

He needs the report by next week Monday. He would like to review and possibly give support for these projects.

A: He should follow bike plans.

Comment: The rumble strips on the shoulders were a tough issue for truck drivers, bikers, and engineers. Stan was instrumental in reaching a consensus between the 3 parties.

Q: Is the operating funds for the transit projects used to buy 15 new buses? Or put a central hub in Keaau?

A: The County raised the rate tax. One-third goes to transit. County is looking at having Kokua Zones island wide. There currently exists 2 zones. We are the only county with 100% subsidy.

Comment: State should consider roundabouts at traffic signals with 4-way intersections. If people run red light, there will be 90-degree collisions. Roundabouts have throughputs twice as good.

A: It is the State's policy not to install roundabouts on any state highway where anything is 35 mph or greater. Roundabout is for traffic calming. A state highway is to transport people. The maintenance for a roundabout is just as expensive as maintaining an intersection.

Comment: Intersection near West Hawaii Today may be a good location for a roundabout.

Meeting ended at approximately 6:55 p.m.

August 3, 2005: 06-08 STIP Public Meeting – Konawaena High School

Meeting started at approximately 6:10 p.m.

Comment: Citizen has been 10-12 year veteran of STIP meetings and feels that the State is doing a great job listening, soliciting comments and responding.

Q: Where is the education budget to teach citizens how to drive? Is it part of the STIP?

A: Governor's Highway Safety Committee addresses this issue. They are allocated \$3M. Due to Hawaii's 90% seatbelt compliance rating, the federal government rewarded Hawaii with \$3.9M. State will use these fund for training videos on how to merge safely. Videos should appear next week Wednesday or Thursday.

Comment: STIP is great for addressing the needs the State has now.

Q: Does the department have plans for 20 years from now?

A: We have long-range plans. We don't have intermediate plans that cover a 6-10 year window. Our short-range plan consists of the STIP.

Comment: Kona lacks mauka and makai connectors on Queen K.

Response: The redevelopment of the Hawaii Long Range plans should show these needs. Also, when Short-range plans are developed, these ideas can be considered.

Q: If someone had an idea about a project whom do we contact?

A: Projects on the STIP need to meet certain criteria. You could contact anyone at the State District Office or County Office.

Q: Citizen feels that the STIP presentation is skewed toward needs based on urban desire. It is undesirable to rural areas. Is there a process where you identify all sensitive parameters to avoid adverse impacts on other areas?

A: When a specific project goes through the environmental stage, a traffic analysis is done. This identifies other secondary traffic impacts.

Comment: Citizen believes that the EIS process is good, but that the outcome is sometimes different from what was or projected in the EIS.

Comment: LRP is a great pie-in-the-sky concept. Back in 1987, there were no traffic signals planned on Queen Kaahumanu, which instead had grade-separated interchanges.

Comment: Car rental fees go toward the highway fund.

Comment: D² program not working in West Hawaii.

August 4, 2005: 06-08 STIP Public Meeting – Waimea Civic Center

Meeting started at approximately 6:07 p.m.

Comment: Waimea needs more message boards indicating when roads are closed. Detours are not as common here than in Honolulu. More message boards would be very helpful. Also, State should establish communication between Civil Defense and Police Department.

A: DIR trying to get “511” service established. Latest information on traffic closures and other transportation incidents may be available by dialing 511 on a cellular phone.

Comment: Need flashing stoplights for pedestrian crossing.

Q: What is the status of Kawaihae Bypass?

A: Completion of the EIS is expected to take 2 years. Design is expected to occur in 08 or even 09.

Comment: Residents living on Waikoloa Road were evacuated due to the fire. On the map, Paniolo Road is extended to Kawaihae Road. The County plans on building 1,000 more affordable units in the area. Therefore, the County needs to extend Paniolo Road. If not, evacuation will become even more difficult.

Comment: Striker brigade uses Kawaihae Road. DOT needs to communicate with the Army.

A: EIS report will look at all issues during public testimony.

Q: What is the status of Waimea Bypass?

A: State is currently working on the EIS. We hope to start work on the EIS for Kawaihae Bypass soon. Funding is placed according to timeline. Brennon is looking at expediting EIS for Kawaihae. However, we cannot obligate design money until the EIS is approved. This is why it is not on the STIP.

Q: Are the comments that the community sent in being addressed?

A: Yes, they have been answered.

Comment: Mud Lane, Waimea, and Kawaihae projects have now turned into two projects. Citizen hopes that there is communication between the two project managers. There also needs to be a major firebreak in the Waikoloa area.

Response: These two projects have the same project manager.

Comment: Resident is pleased to see bicycle-related projects in the STIP. There is a lot of support for the Waimea Trails & Greenways project. Bicycle Committee has met every Monday for the past 10 years. During this time an EIS has been approved and many residents and organizations continue to offer their assistance.

Comment: The military built roads near the 2 harbors, but problems arose and they did not finish what they started. The federal government wants to connect their road to Kawaihae Road. The State should push to have the federal government fix Kawaihae first.

Q: Where do we address concerns regarding bikeways?

A: Need to get Neal Honma's contact info.

Q: A question on the status of a Hawaii Belt Road project.

A: Re-bid project on June 30 for resurfacing and hope to start construction soon. Plan to reconstruct roadway from MP 16-28. Also add wider shoulders and pullout areas.

Comment: Should use safety money to address having sheriffs or State DOT workers at accident scenes.

A: DIR trying to start off a State Highway Patrol that would assist Police. Start-off cost alone is \$80M.

Comment: Should use Waiaka Stream Bridge money and use it toward Kawaihae Bypass. DHHL and Waiaka project will bring more traffic to Kawaihae and bridge.

A: Waiaka Stream Bridge is currently in planning stage. There is no draft EA yet. Design uses all state funds.

Comment: There is a bike problem on Hawaii Belt Road. When Queen K and Akoni-Pule Highways are widened, State needs to ensure that shoulders are wide enough.

Comment (Council member Holschuh): Waimea Bypass needs to be the top priority. Thanks DOT for speed boards. Some intersection improvements require simple modifications.

Q: How are intersection improvements prioritized?

A: State attends public meetings to get input regarding safety conditions in the community. We also look at accident history. Funding for intersection improvements either come out of the STIP or State funds.

Comment: Traffic signal at the landfill causes major congestion at Makala and Palani.

Comment: Do not put monkey pod trees into the landscape plan on Queen K widening project.

Comment: There is no regional traffic plan that includes Parker Ranch and Waikoloa.

August 8, 2005: 06-08 STIP Public Meeting – King Kekaulike High School

Meeting started at approximately 7:10 p.m.

Q: Define what the items are in the remarks column of the STIP handout.

A: This column lists various types of funds such as Bridge funds, NHS, CMAQ, etc. IM funds apply to interstate highways, which are only located on Oahu. STP Flex funds are the primary source of funds that can be allocated to the counties, but can also be used for Oahu projects. Enhancement funds are used for bike paths and beautification.

Q: Can you move STP Flex funds within the 3 years?

A: In order for the next phase of a project to be funded, the previous phase must already be completed and the funds obligated. However, say for example, if the design phase is ready in 06, but it is scheduled for 07, the project may be advanced to 06 if funds are available. The State needs to balance big projects with the smaller projects. Financial constraint is an iterative process.

Comment: Seems like State is spending a lot on bike paths. Is the State trying to promote bike paths for the use of commercial bikers? These monies could be used for bridge repairs instead.

A: Need to contact the County regarding their bikeway projects, specifically Baldwin Avenue project.

Q: Of the \$158M, how much is going toward Maui projects?

A: Maui will receive 7%. We did not use allocations this time so that Oahu would have to share funds with the neighbor islands. The State realizes that the needs are greater on the neighbor islands. Maui has received such a small portion since it has received much more in previous years. Such projects include Haleakala (\$38M), Lahaina Bypass (\$45M), and Mokulele Highway (\$22M). Note that the dollar amounts reflect totals in which the Federal portion is 80% while the State supplies 20%.

Comment: The highest priority should be the Lahaina Bypass.

A: Phase 1 of the Lahaina Bypass is currently being held up in court. Phase 2 should be going into design in 07.

Comment: Paia Bypass is not on the STIP.

A: The State just completed negotiations with the planning consultant. The EIS is expected to be complete in five years. As a result, the design phase fall in the out years of the STIP. Design phase should be underway in 08.

Q: What is the \$12M allocated for (read something in the newspaper)? Maui citizens believe it is for the Honoapiilani Highway Passing Lanes from Maalaea Harbor to Puamana.

A: These monies are part of the new reauthorization bill. The State will have to read the authorization bill very carefully. Funding allocation depends on the language of the bill.

Q: What does USC stand for?

A: United States Code. It is a federal law that identifies funding that can be used.

Q: Will boat harbor improvements include restroom and landslide improvements?

A: Yes, these are DLNR projects.

Q: If a project has zero dollars allocated, does that mean that project needs to go through the process to get back on STIP? Say project is ready and money is available...

A: Yes, the project can be added by amendment.

Q: What is the amendment process?

A: Pat puts together an amendment that must be financially constrained. If changes occur on Oahu, then the amendment must go through the OMPO process. Neighbor island changes must go through FHWA for approval. Based on monthly project status meetings and quarterly over-the-shoulder meetings with project managers, honest and accurate project status reports are taken into account when developing amendments. As you can see, communication is crucial at this stage.

Q: If project is scheduled for design or construction, does that mean that the EIS is done?

A: EIS should be done if project is scheduled for design or construction. However, some projects do not require EIS. Some projects only need an EA.

Q: What is the status of the Kahului Airport Access Road?

A: State is working on a stand-alone EA. This EA covers the DOT's portion of the road. State will look at the original EIS and use some info.

Q: Are ROW funds needed for Kahului Airport Access Road?

A: State is already in possession of ROW. ROW includes portion from Puunene to Hana.

Comment: Termini are near the funeral homes. That means there will be another intersection approximately 200 yards from Dairy Road!

Q: Are funds already allocated for Mokulele?

A: All construction funds should be obligated by end of this federal FY. Note that federal funds can be used for any phase, regardless of funding category.

Q: Are STIP funds becoming tighter?

A: State was operating on \$130M. Now we have \$160M, but we also have more projects than before. In this situation, we have more projects than we do have money. If projects are ready but money is not available, we will shelf the project for a later time when money is available. Hawaii is a donee state. We receive more money from the federal government than Hawaii gives back to the Feds.

Q: Maui doesn't have many enhancement projects. Where does the enhancement money go?

A: Much of the enhancement money is going to Kauai and Oahu. Another reason why Maui hasn't received much enhancement funds is due to the fact that Big Island and Maui have numerous projects for new roads or to widen existing roads. Within these projects we will add bike lanes and bike paths. The State just hired a new bike coordinator. His name is Neal Honma.

Q: MC 16, Non-urbanized Area Formula. What are operating funds used for? Is it used for DPW to operate staff?

A: These operation funds are used for transit.

Q: Project listed between MC14 and MC15 has no STIP number.

A: This is because there is no federal money allocated.

Q: Underpasses and overpasses were mentioned at the last meeting. Was this ever considered? Why was there no response?

A: We are not considering O/U-passes.

Comment: State should be considering it.

A: Cost for O/U-passes is approximately \$20M. Cost/benefit ratio is not good enough for FHWA. In this case they will not provide federal money for such a project.

Department is in the process of re-evaluating all county LRP, which identifies long-range plan needs.

A: This input regarding O/U-passes would be helpful in developing a LRP. State is also developing a shorter 6-10 year plan. The STIP is even shorter with a 3-year window. The mid-range plan is a better venue to discuss the O/U-pass issues. Consideration of O/U-pass in design phase is too late. Parameters are already set as far as what will be constructed.

Comment: Gentleman claims no one told him this at the first meeting.

Response: An O/U-pass would cost three times the amount what would be spent on a signalized intersection. FHWA looks at the cost/benefit analysis that is done within the EIS. A signalized intersection versus an O/U-pass is just not cost effective.

Comment: State needs to look at the cost of O/U-pass. Costs will only go up in the future. It is more expensive to do it later than now.

Comment: There is an O/U-pass study in my office. The study looks at five different types in that area.

A: When you consider O/U-passes, need to determine whether it is feasible and technically sound. Haleakala Highway has a lot of hills. An O/U-pass is not conducive on sloped highways.

Comment: Need to consider O/U-passes at strategic intersections flooded with commercial traffic. Please forward my comments to appropriate people and send and email in response.

Q: Recently the Police have been tagging many motorists for speeding. Current speed limit is 40 or 45 mph on Kuihelani. What is being done to re-evaluate the speed limit?

A: We will not use the 80th percentile, which has been mentioned in the media. State is currently looking at speed limits. In the future we will be adding a signal there.

Comment: It is odd that the speed limit is 35 mph (was 45 mph) going up hill near Hookipa and 45 mph going down hill near Molika.

Q: How is speed limit determined?

A: Need to look at functional classification and design speeds. Other factors include safety issues such as residential areas and biking activities.

Meeting ended at approximately 8:10 p.m.

August 9, 2005: 06-08 STIP Public Meeting – Kihei Elementary School

Meeting started at approximately 7:10 p.m.

Brief overview of the STIP.

State assumed HI would receive \$160M per year. Congress recently passed the reauthorization bill. President expected to sign it soon. Bill outlines \$286.4B over the next 5 years. This means HI should receive \$900M over the next 5 years or approximately \$180M per year. HI will also receive \$120M in earmarks, of which \$20M is above formula funds.

State is presenting the 06-08 financially constrained Draft STIP. We will take comments until August 19. Submit to FHWA by September 1st so they can approve it by September 30th. Hopefully the money will be ready to be spent by October 1st when the fiscal year begins.

Q: Is there a prioritized list?

A: This is the prioritized list. These projects will be implemented in the year the money is allocated. Federal regulations say that money cannot be obligated for a phase until the previous phase is done.

Q: What is the status of the Airport Access Road?

A: The second access will be done in 2 phases. DOT will cover the section from Hana to the Airport. Airports Division will cover the next section.

Q: What does CMAQ stand for?

A: Congestion Mitigation Air Quality. This category of funds is used for transportation projects that address air quality, such as carpool. Since Hawaii does not have air quality standards, we can use these funds for any project that qualifies for the STIP.

Q: What is the status of the North-South Collector Road?

A: This is a County project. The project is listed on the STIP, but there are no dollar amounts for construction since the actual year construction will begin has not yet been determined. This project is still in the planning phase. The average time it takes to complete an EIS is 62 months. The environmental process takes long due to the need for public input, responses to questions and comments, and agency reviews. As a result, construction phase falls in the out years of the STIP. However, if the planning phase is

completed earlier than expected and the design phase can be advanced, then the State will do so, granted funds are available in the corresponding year. In the meantime, N-S issues must be resolved and traffic volumes need to be addressed.

Q (Sen. R. Baker): What are ROW monies used for?

A: ROW money is used for land acquisition, appraisals, and condemnation (last option) using fair market value. Preliminary ROW money is used for engineering or technical work.

Q: How can we get more information on a project?

A: Get in touch with the respective agency.

Q (K. Barr, Taxi Driver): Airport Access Road needs to be improved. Holding lanes get backed up. This is by far the worst road on Maui. This should be the highest priority.

A: It is the State's responsibility to get out into the community to find what the needs are. This project has been moved up due to the feedback we received.

Q: What is the status on the signalized intersection at (location?) ?

A: Signal should be completed within next 2 months.

Comment: Intersecting paths do not connect. The signals are installed by the State but the County doesn't improve or realign the roads. If the intersection is left the way it is designed, a head-on collision will most likely occur. Citizen is not against having the signals installed, just trying to point out that the road needs to be realigned.

A: County traffic section is looking at this intersection.

Q: Is there a synchronization project for Maui's main roads?

A: Kaahumanu and Honoapiilani are currently being synched. Phase 1 of Kaahumanu, gathering data, is complete. Implementation phase should occur in October. Piilani has been optimized and there has been a reduction in afternoon traffic. (Citizens agree with this claim.) Note that optimization will not work if the road is beyond capacity. As far as Honoapiilani Hwy, State is working with the developer to optimize the system and coordinate between the morning and afternoon. Data collection will begin in September when school begins.

Q: Are Piilani lights synched on weekends? State needs to look at this. There is less traffic on weekends and the lights don't need to be coordinated.

A: Plans show that the right-turn lane at Piilani and Kanani intersection is short in order to meter the traffic going into Kanani. This is to prevent Kanani from backing up at the stop sign.

Comment: Citizen believes traffic will back up due to the short right-turn lane.

Comment: Citizen called the Director regarding the synchronization of signals on Mokulele Hwy. When one car hits the sensor, the signal on Mokulele changes and causes cars on the highway to stop. Why can't there be a delay for 15 or 30 seconds?

A: When you trigger a loop sensor there is supposed to be a delay. However, older models don't have this delay.

A (W. Enomoto): If signals are synched, then there is a delay. In free mode, changing of the lights is based on loop sensor. In this case, the person out in the field needs to determine the right amount of delay. If there is a gap in the main flow of traffic and a car on a side street triggers the sensor, the signal will change.

A: State can look at this, but it is more complicated, just as Walter said.

Q: Is there a voting process on the STIP?

A: Outside of the survey we made available, no, but there is a comment period. The survey data is a tool that we used to help us with the financial constraint of the STIP.

Meeting ended at approximately 7:50 p.m.

August 10, 2005: 06-08 STIP Public Meeting – Lahaina Civic Center

Comment: State should look at holding STIP Lahaina meeting at the West Maui Senior Center.

Comment: Whom can I talk to about the Maalaea Wharf Road? I've called Maui Electric, State, Police Department, and the Mayor's Committee. I would like to have the light that fell due to erosion replaced, but not in the same location. The new light should be placed near the old telephone/electric pole. The new pole should be near the washdown at the end of "baby beach."

A: The project was done by DLNR.

Comment: Need to put the ad in the Lahaina News. The Lahaina News is free and not many Lahaina residents read the Maui News.

Meeting started at approximately 7:10 p.m.

Q: Is Maui only receiving 6% of the total funds because projects are not ready?

A: \$45M for Mini Lahaina Bypass is not included in the 6%. Money for Mokulele has already been obligated and is also not included in the 6%. Haleakala is in its last phase. In the past, Maui has gotten a lot of money due to Haleakala & Mokulele.

Comment: Big Island has so many nice and big roads. All islands should be equal.

DIR: At neighborhood meeting it was suggested to consolidate state and county roads. If you do this, Oahu would get 85% funds.

Q: If a project no longer needs money then can the funds be transferred to Maui?

A: Yes. Earmarks are included in the \$160M. However, Senator Inouye gets money that is above the allocation.

Q: What can citizens do to increase the percentage from 6%?

A: STIP is living document. Can be amended to add or drop projects.

Q: What is the status of the Mini Bypass.

A: One month ago the State received bid protest from second lowest bidder. Judge needs one month to make a decision. State hopes court will reward contract to the lowest bidder so that the project can proceed.

Q: 20 years ago State said Mini Bypass was going to be done in 3 years. What happened? Who dropped the ball? This project was first mentioned in 1968.

A (Freddie): Supplemental EIS took almost 10 years due to a change in the termini.

A (Sen. R. Baker): Another influential factor was the change in method of funding.

A (DIR): Sierra Club filed a complaint.

Comment: The \$20M mistake in bid leads one to question the quality of work by the consultant.

DIR: The low bid was a result of a unique grading operation that the other consultants did not use.

Q: What is the private/public partnership involvement in Mini Bypass?

A: Developers need to write a supplemental EIS.

Q: Need a traffic control center to smooth out traffic problems. Can the County allocate some funds? Will the State be willing to entertain the idea? Freddie says the lights are equipped for this, but there is no joint management center, which would require \$500K just for the equipment alone.

A: If the County can produce some capital, State would work with the County on this project. A study would be required to justify a need.

Q: What's the update on the synchronization?

A: State has hired a consultant to analyze Kaahumanu Ave. for improvements. First phase, data collection, already done. Next step is to put data into a model to optimize signal during morning, lunch, and afternoon. May need to gather more data when school resumes. Hope to implement in October/November. Will reassess the corridor during the holiday season. State will keep tweaking signals until it runs good.

A: Synch on West Maui includes working with the developer to synch the system. Will gather data in September when school starts, then put data into a model. Hopefully implement by Christmas. Will include 4 sections: Shaw to Fleming Rd, Civic Center section, Kaanapali section, and Launiupoko to Lower Honoapiilani.

Q: What is the green time on Launiupoko?

A: About 2 minutes.

Comment: When pedestrians trigger the button, the light immediately changes. Many park users park in the subdivision. Can there be a delay when pedestrians push the button? There should be at least a 15-second delay.

Comment: Daughter was nearly killed at the intersection near the Lahaina Marketplace and Bank/Post office. Tourist often speed through the intersection. The signal is in an awkward location since there are no intersecting roads. The purpose of the signal is for pedestrian crossing. The light should be removed.

Comment: As a pedestrian, the light should be kept.

A: Perhaps a lighted crosswalk could be installed for better visibility.

Comment: Perhaps a countdown could be added to the crosswalk.

Q: How are projects rated?

A: Project must be ready-to-go. If construction is scheduled, then environmental and ROW must be done.

Q: Lahaina Bypass shows design in 07. What is the status?

A: Waiting for 40%-60% design completion to get an idea for ROW. Tough part is drainage.

Comment: Seems like Mokulele and Haleakala projects moved faster.

A: Design should be done in one year.

Q: What is the breakdown for the Lahaina Ferry Improvements project?

A: This project involves comfort station and pier improvements. State gives money to DLNR. Some work items include ADA, sewage, water, restroom improvements, beautification, and landscaping.

Q: Baldwin Avenue bike facility does not address transportation issues. Seems as though project benefits only downhill bikers.

A: Baldwin Avenue funds for ROW are all County funds.

This section includes Lahaina Watershed Channel from Puamana to Lahainaluna Road. Pave maintenance road on both sides of the channel and use the makai side as bike path when County is not using it. Bid open in May. In process of executing contract. West Maui Land Co. also wants to put in a bike path.

Q: What's holding up the Lahaina bypass? The plantation closed up. At the 2020 meeting, it was suggested that the Cane Haul Road be used.

A: County is looking to improve the Cane Haul Road.

Comment: South of Lahainaluna Road, need another road going down. Maybe extend Dickinson.

Meeting ended at approximately 8:10 p.m.

August 11, 2005: 06-08 STIP Public Meeting – Maui District Office

Meeting started at approximately 7:05 p.m.

Comment: There are no plans to widen Waiehu Beach Road. It is shown in the LRP, but don't see it happening. Better to widen Imikala instead.

Meeting ended at approximately 7:30 p.m.